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OMAHA PUBLISHING CO., Proprietors. E. ROSEWATER, Editor.

THERE is no such thing as "free competition" between railroads upon which the public can have any reliance for the future.

The Vienna theatre disaster is stimulating the New York police to an enforcement of the law against the overcrowding of theatres.

The meaneast explanation we have heard of the slow progress of the woman suffrage movement is that it has been talked to death. Mrs. Colby has the floor.

DAKOTA is making extensive preparations for entering statehood. A Dakota judge has just sentenced a wife murderer to be hanged on the 13th of January next.

MR. BRECHER says a protective tariff is organized immorality. There was a time when the general impression was that H. W. B. was a good specimen of disorganized morality.

ILLINOIS asks for twelve or fifteen places at the disposal of Col. Brown, doorkeeper of the house of representatives. Nebraska will be satisfied with a night watchman's place.

FOR a man who has been up to his ears in the conspiracy to rob the taxpayers of Omaha in the Holly swindle the editor of The Herald is decidedly indiscreet in agitating the waterworks question.

JUDGE COX seems suddenly to have wakened to the feeling that the dignity of his court room must be preserved. A small boy was ejected the other day for applauding a denunciation of Guiteau.

FEARS are now entertained that New York's white elephant, the Brooklyn bridge, will fall down before completed. Another million of dollars of pocket money are needed by the bridge trustees.

EVERY caller upon President Arthur is now required to state his business to Private Secretary Davis. What an encyclopedia of office-seekers' woes Davis will be after three years of such an infliction.

VILLARD, of the Northern Pacific, promises the completion of the line by September, 1883. There will be a lively competition about that time for the Montana trade between the Union Pacific and its northern rival.

ARTHUR could not remain in the New York custom house, so he has taken up quarters in the White House. Riddlebierfer cannot be sergeant-at-arms of the senate, but he is going to sit in the seat of a senator as soon as that of Senator Johnston expires by limitation.

The Philadelphia Press puts its forcibly in this way: "If the republican majority dodges the pension question for fear of votes, votes at the next election will dodge the republican majority for its lack of moral courage. Cowardice always leaves men in the minority of their own convictions."

The brother-in-law of the assassin of the late President Garfield is evidently as anxious for notoriety as the assassin. His attempt to create a sensation by mounting the lecturers' rostrum destroys what little respect or sympathy he was entitled to as the legal defender of the cheeky murderer.

A FEW days ago The Herald called attention to the fact that the Holly pumps at Burlington had thrown several streams to a height of 239 feet, which Dr. Miller in a vein of irony thought was a marvellous feat for the Holly swindle. Now Dr. Cushing's coparcener ridicules these dress parade exhibitions and clamors for steady streams from the reservoirs.

ANOTHER telegraph company has just been organized in Chicago. This corporation under the name of the Chicago & St. Louis Board of Trade Telegraph company proposes to connect the St. Louis and Chicago board of trade by special wires for the transmission of all commercial business between these two boards. The capital of the corporation is \$1,000,000.

THE SOUTHERN PACIFIC.

The early completion of the Southern Pacific railroad naturally excites a great deal of interest on the Pacific coast. The owners of the Central Pacific are also the owners of this new outlet and the completion of that enterprise is expected to bring about some very radical changes in overland traffic.

The managers of the Southern Pacific express the opinion that their road will not seriously detract from the Central Pacific.

It will open up a new part of the country and afford a new market for the semi-tropical fruits of Southern California, and above all become a competitor with the ocean route for carrying the wheat export of California to Europe.

The running time for freight between San Francisco and New Orleans will be about nine days and the time of steamer between New Orleans and Liverpool, sixteen to twenty days and for sailing vessels forty-five days. Allowing six days detention for loading and reshipping at New Orleans, shipments between San Francisco and Liverpool will require about thirty-three days by steamer and sixty days by sailing vessel, against one hundred and fifty days by the present route around Cape Horn.

It is estimated that next year at least one-third of the California wheat crop will be shipped overland by the Southern Pacific. This traffic has never been carried by the Central and Union Pacific and therefore will in no way effect these roads.

The advantage of shipping California grain to Europe by way of New Orleans is manifest. It takes five or six months now for California dealers to deliver their product in the European market and that compels a liberal margin for the risk they run of decline in prices as well as the cost and risk of insurance.

The opening of the Southern Pacific will have a tendency to divert the immigration that now crosses the continent by way of the Union Pacific to the New Orleans line. It is expected that the new steamship lines between Liverpool and New Orleans will carry foreign emigrants at very low prices and the managers of the Southern Pacific announce their intention to bring these people to California at almost any price. The president of the road in a recent interview foreshadowed the policy of his road on immigration rates as follows:

"We expect to bring immigrants—lots of them. We look for a great revival in immigration to this state, and are going to do our part to secure it. We agree to give one-fourth of the funds required by the immigration bureau, and we expect to put rates of passage for immigrants so low that we shall secure them by thousands. If we had a load of them at New Orleans to-day and could get but \$10 a head to bring them through we should bring them along. If we could not get them for that we should put the rate lower. If one rate won't secure immigrants we shall adopt another. We don't want them for what we can make out of bringing them, but what they contribute to our business after they get here and settle. Every person brought to the state and induced to settle here contributes to the business of the railroad in one way or another. No one understands that any better than we do, and we hope and expect yet to do the transportation business of 3,000,000 inhabitants of this state. I can't give you any figures in regard to immigrants here because we don't yet know what may be necessary, but we shall put the rate low enough to induce the immigration, which is more essential to our success than that of any other enterprise."

It is self evident that the Union and Central Pacific will not be able to compete on California immigration with their southern rival.

As an offset to this loss the rapid settlement of California will bring about increased traffic and travel, which, although divided among four or five rival lines, will afford an ample income for all of them. In any case there is a fair prospect that the discriminations and extortionate rates to which the patrons of the Union and Central Pacific roads have been subjected, will soon cease.

OUR NATURALIZED CITIZENS.

Nearly 700,000 immigrants are landed yearly upon the shores of our country with the idea of making it their home and partaking of the privileges of citizenship. Of this number fully 100,000 annually announce their intention of becoming citizens and take out first papers. During the last five years the largest single nationality represented in our lists of immigrants have been Germans, many of whom have come to America to escape the burdens of military conscription and engage in a life where the best years of their prime is not forfeited to the maintenance of a standing army. To a more limited degree the same is the case among a number of other nationalities where military conscription is the rule. Our government has always maintained the position that the declaration of an intention to become a citizen entitles the applicant for naturalization to all the privileges of citizenship with the exception of the elective franchise. To all intents and purposes such persons are American citizens and under the protection of the national government.

This principle has lately been called in question in Germany where the former subjects of the emperor William returning to their old homes have been sized for military duty. A vigorous correspondence between the German government and the state department some months ago settled the question according to the demands of Secretary Evarts, and fixed for all time to come, as far as Germany is concerned, the standing of our German naturalized citizens. More recently Secretary Blaine has been forced to deal with the same question in cases pending before the Spanish American commission which involves the principle of naturalization. This commission is composed of an American and a Spanish representative, and an umpire in the person of the Swedish minister, Count Loewenhaupt. In the case of one Pedro Buzzi the umpire has assumed the right to go behind the decree of the court which granted Buzzi naturalization, and to decide that the man is not a citizen of the United States. One hundred and seven cases have been umpired by M. Bartholdi, the French minister, and by Baron Blanc, the diplomatic representative of Italy. They held to the doctrine that, in the absence of evidence to prove fraud, Spain had no right to question the validity of American citizenship granted by a competent court; that the tribunals of the United States are the sole interpreters of the laws of the country; and that the umpire of the commission has no power to review their adjudications. There are yet forty cases to be acted upon by the commission, and the new umpire undertakes to allow Spain to challenge them on the pretense that the claimants possess no title to American citizenship. This extraordinary decision Secretary Blaine refuses to accept, and demands that these remaining cases shall be tried under the terms which brought the commission into being, and that the rules which governed in other cases shall govern in the cases yet to be disposed of. He takes the ground that, when a court competent to the purpose confers the right of citizenship, there is no power in the executive department to remove its judgment, and no such power can be permitted to be exercised by a mere commission. Holding to this opinion, Mr. Blaine instructs the government attorney, Mr. Durant, not to consent to have any case referred to the umpire wherein the question of the effect due a legal naturalization certificate will be involved. This vigorous action on the part of Mr. Blaine is equivalent to a withdrawal of all such cases from the commission unless Count Loewenhaupt sees proper to make his decision in accord with those of his predecessor. The position taken by Mr. Blaine cannot for a moment be receded from by our government. It is essential to the maintenance of the national policy on a question which is vital to the interests of our country and in the highest degree important for the protection of our naturalized citizens.

population of 35,000, manages to wrestle along with twelve. What a wicked place Denver must be.

**OUR WATER WORKS.**  
The fact that the first fire hydrant test, made two weeks ago, was not fully up to the standard required by the contract, caused a good deal of speculation as to the efficiency of the works for fire protection.  
As a matter of fact the dress parade exhibitions of the power of direct pressure to throw vertical streams to extraordinary heights are a mere sham and delusion. They were gotten up by Holly for the purpose of imposing on the ignorant and credulous. The throwing of four, six or eight streams of water to a vertical height of several hundred feet by direct pressure at a given point while all the mains are shut off—is no reliable test of what a water works system can do in a great fire. A much more reliable test is afforded by reservoir pressure, which is steady and sure. When such pressure affords ample protection to the highest buildings in our business centre and upon the higher levels on Capital hill, it is all that could reasonably be asked.  
But the admirers of high pressure dress parade exhibitions have at last been gratified by the late tests. The requirements of the contract are more than fulfilled so far as these high pressure displays are concerned. In due time we shall also have more substantial proof of the capacity of the water works by a test of the reservoir pressure upon which this city must rely for ordinary protection. Chief Consulting Engineer Cook, who planned our water works, confidently predicts that the reservoir pressure will throw six or eight large streams to a height considerable above the roof of Boyd's opera house. That will afford ample and reliable protection to every business house in Omaha and every residence on Capitol hill.  
In other respects our water works are not only ample for every requirement for domestic use and manufacturing but the consumers are supplied with as pure, clear and wholesome water as can be found in any other city in America. The obstacles encountered by high water and delays incident to a rainy and variable season have necessarily delayed the completion of the works, but inasmuch as the city is fully supplied with water and amply protected against fire, the delay can be borne without loss or inconvenience. We have no disposition to urge a premature acceptance of these works by our city authorities. On the contrary, we believe it to be the duty of our mayor and city council to enforce the contract with the water works company and protect the city against any possible future loss.  
The men engaged in this risky and costly enterprise are, however, entitled to fair and decent treatment, and the parties that were engaged in the outrageous scheme to rob the taxpayers of Omaha by imposing the Holly water works swindle on them should be the last to find fault or grumble. These corrupt jobbers do not seem to know when they are well off.  
With reckless disregard of all decency they and their chief backer, the editor of The Herald, are waging malicious warfare on the managers and owners of the water works. Their conduct is as impudent as it has been dishonest. For some time past THE BEE has been in possession of the proofs of their infamous conspiracy. Their insolent course compels us to unmask them. When the true history of this conspiracy is presented to our citizens these cheeky frauds will cease their slanders.

St. Paul and Minneapolis are wrestling with the paving problem. A letter just published in St. Paul from a contractor who is furnishing granite to one of the street railway lines of Chicago, contains the information that he receives \$2.90 per square yard for his material on board of the cars at Chicago. It is estimated that it will cost thirty cents per yard to deliver the granite at Minneapolis, which would make the cost of the raw material \$3.20 per yard and to prepare the street and lay it down would make the final cost of granite pavement at Minneapolis four dollars per yard. It would hardly cost more to transport a carload of stone from Chicago to Omaha than it does from Chicago to St. Paul. A proposition for a substitute for stone appears in the Pioneer-Press of last Monday which we deem worthy of reproduction.  
There arrived recently in Minneapolis and St. Paul an agent of what is known as "the International Paving Company," whose specialty is the manufacture of a brick of uniform size for paving purposes, the ingredients of which are limestone crushed into fragments of about the size of a pea, and asphalt, in the proportion of 85 per cent of the former to 15 of the latter. It is claimed for this material that it is as durable as granite, that no objectionable noise results from its use, that it presents a firm footing for animals, is not hard upon their feet, causing scarcely more abrasion to shoes or to wheels than an ordinary wood pavement; that, being of uniform size, a section of the bricks may at any time be removed and replaced for convenience in pipe-laying and repairing, and that, finally, it can be laid down at a cost not exceeding

66-2-3 per cent of that of ordinary granite. This material is being extensively used in Providence, R. I., and is being laid in New Orleans, and a section of it has been put down opposite the Windsor hotel in New York for trial. Since the arrival of the agent in Minnesota he has put down a cross-walk of his bricks on Wabash street opposite the custom house, and will probably do the same in Minneapolis if so requested.  
If this pavement possesses the advantages claimed for it, it is possible that the paving problem is settled for St. Paul and Minneapolis.

**STATE JOINTINGS.**  
Scotia retains the county seat of Greeley.  
Six hundred men are on the B. & M. pay roll at Plattsmouth.  
Furnas county has expended some \$10,000 on bridges this year.  
The Journal cries aloud for a merchant freight rate from Plattsmouth.  
The November term of the district court cost Lincoln county \$1,400.  
The Plattsmouth Journal shows early evidence of prosperity by enlarging to six columns.  
The governor offers a reward of \$200 for the apprehension and conviction of Henry Telesario, the murderer of Henry Paxton.  
The county jail at Kearney is being stocked with a new supply of prisoners. The jail has been vacant for about four months.  
The North Loupers are a few degrees worse off than Ord people, although several miles nearer the railroad. They are obliged to depend almost entirely on corn for fuel, no coal being obtainable.  
The Rev. J. G. Tate, the Wood River pastor, has confessed his wickedness by withdrawing from the trial upon the elders deciding to admit affidavits of the most damning character. He is a rotten "latter" and should be planted deep.  
Louisville is a lively buzz, especially for doctors. Last week a man named Lauen had both arms dislocated and his face disfigured by jumping from a wagon behind a runaway team. Another man named Albert had a head cracked by a chunk of coal falling on him.  
The scarcity of coal in the interior of the state gives an impetus to prospecting companies. Mr. J. M. Nee-ham, of Loup county, Sherman county, has just patented the latest improved tools in the east, and will risk time and labor in experimental holes in that county. The prospect hole in Nance county, near the junction of the Cedar and Loup rivers, is sufficiently advanced to inspire hopes of early success. The discovery of a strata of genuine fire-rock and a seven-foot bed of clay free from all grit, also the indispensable slate stone, give the strongest indications of a bed of coal not far from the surface.

**TOWN OF DILLER.**  
Diller is situated on the R. V. railroad, on what was the Old Indian reservation, near its northwest corner, 14 miles east of Fairbury, the county seat of Jefferson county, and 18 miles west of Wynora. The town was laid out one year ago, last September, by the "Lincoln Land Company," and has a population of about 100 inhabitants. There are four stores that carry a general stock of goods, two hardware stores, one furniture store, two hotels, one boarding house, a lumber yard, a blacksmith shop, a meat market, a grain house and a billiard hall, all doing a fair business.  
The town is situated in the midst of as good a farming and stock country as can be found anywhere in Nebraska, and the "reserve" is mostly occupied by actual settlers, but to the north and west is held mostly by speculators and is now in market. The price is here for some of the finest farms in the state, and can be bought on good terms. There is some timber, and good building stone is found in many places, and water—where not on top of the ground—is easily obtained. Persons wishing a home cannot do better than to come and see this country before settling. Mr. D. H. Kelley is secretary of the town company, and F. M. Timlin for lands. Inquiries directed to either of them will be promptly answered.

**RAILROAD NOTES.**  
The Denver & Rio Grande now operates 1,925 miles of road.  
Automatic brakes for freight trains are being introduced on several southwestern roads.  
The Central Pacific railroad system embraces 2,723 miles of road and 650 miles of steamship lines.  
The position of assistant general manager of the Atchafalaya & Santa Fe road has been abolished.  
The Denver & Rio Grande railway has 130 new locomotives in process of construction at the Baldwin and Grant works.  
The Louisville, New Albany & Chicago, now owned by the Louisville & Nashville, is preparing for an entrance into Chicago.  
President Villard, of the Northern Pacific, has just had built the finest palace car in the world. It is elaborately finished in mahogany and rosewood, with mouldings plated in gold.  
Grading on the Des Moines & Northwestern is going forward between Ponda, in Pocatello county, and Rockwell City, as fast as possible. It is expected to reach Ponda by January 1. Trains are now running to Jefferson, in Greene county, and will be extended so far as the road is completed.  
The Wabash, St. Louis & Pacific road having three thousand three hundred miles of road, have not an average two calls a day for pieces of baggage claimed to have gone astray, and in the last two years have not paid for a piece of baggage lost through the carelessness of the employees of the baggage department.  
The traffic arrangement between the Atchafalaya, Topeka & Santa Fe and St. Louis & San Francisco, whereby the latter is offered every facility for doing Colorado and New Mexico business, went into effect on the 10th inst. It runs for twenty years, and puts the San Francisco road where it can compete successfully with its rivals.  
The Chicago, Milwaukee & St. Paul R. R. Co. employs 13,240 men, to whom it pays in the aggregate \$7,180,833.46, which is an average of \$542.35 as pay to each. Its equipment of rolling stock is 470 locomotives, 187 passenger, 140 freight, mail and express, 25 passenger cars, 15,720 freight, and 236 other cars, making a total of 16,568 cars each.  
The Chicago, Milwaukee & St. Paul R. R. Co. is receiving responses to his circular relating to clergymen's permits. The following was returned to him from an agent out West: "I am sorry to inform you that we are entirely without a Christian leader. There is certainly a wide field for some worthy elder, for we have turned out ten at St. Paul during the past few months, and eight of them passed in their checks with their boots on."  
The Pioneer-Press railroad review shows that six companies in the northwest constructed 2,821 miles of road during the year, against 1,478 last year. The roads enumerated are as follows: Northern Pacific and leased lines, 439 miles; Chicago, St. Paul, Minneapolis & Omaha, 75; Minneapolis & St. Louis, 89; Chicago & Northwestern, 260; Iowa Southwestern, 524; Chicago, Milwaukee & St. Paul, 193.  
Edwin O. Lomphre and E. L. Marsh, of Des Moines, are about to have established a monopoly on railroads. As directors they publish a notice of the incorporation of eight different companies to construct a road across Iowa. The capital of each company is \$1,000,000, with privileges of increase \$5,000,000. The object is to build railways across the state, construct, lease or operate hotels, bridges, or other means of transportation and construct and operate telegraph lines.—Chicago Tribune.

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